

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-9 (canceled).

10. (New) A method for adaptively controlling the power of signals transmitted by a radar device having a radar transmitter and a radar receiver, the radar device being mounted in a vehicle, the method comprising:

transmitting radar signals from the radar transmitter;

receiving at the radar receiver radar signals reflected from target objects;

analyzing the received radar signals reflected from target objects for irregularities;

and

reducing the power of radar signals transmitted by the radar transmitter if irregularities that are attributable to interference caused by neighboring radar transmitters are detected in the received radar signals reflected from target objects.

11. (New) The method as recited in Claim 10, wherein radar signals are transmitted repeatedly from the radar transmitter, and wherein a repetition rate of transmitting radar signals is reduced if irregularities that are attributable to interference caused by neighboring radar transmitters are detected in the received radar signals.

12. (New) The method as recited in either Claim 11, wherein, when the vehicle is one of at a standstill and traveling at a low speed, the power of radar signals transmitted by the radar transmitter is reduced in comparison to normal transmitting power, whereby a corresponding radar detection range of the radar device is reduced.

13. (New) The method as recited in Claim 12, wherein the power of radar signals transmitted by the radar transmitter is reduced in stages, whereby, starting from a maximum power level, the power of radar signals is decreased to a next lower power level when no target object has been detected in an immediately previous measuring cycle.

14. (New) The method as recited in Claim 13, wherein, after the power of radar signals transmitted has been decreased to the next lower power level, the power of radar signals transmitted is briefly increased in periodic intervals to a higher power level, in order to increase the probability of detecting target objects at increased distances.

15. (New) The method as recited in Claim 13, wherein, after the power of radar signals transmitted has been decreased to the next lower power level, the received radar signals are analyzed for irregularities that are attributable to interference caused by neighboring radar transmitters, and if no irregularities are ascertained in the received radar signals, the power of radar signals transmitted is increased to a next higher stage.

16. (New) The method as recited in Claim 12, further comprising:

obtaining additional measured variables from a field of traffic surrounding the vehicle, the additional measured variables including at least one of traffic noise and light radiated by surrounding traffic, wherein the additional measured variables are used to ascertain at least one of a traffic density and an interference potential dependent on the traffic density, for causing irregularities in the received radar signals reflected from target objects.

17. (New) A system for adaptively controlling the power of signals transmitted by a radar device having a radar transmitter for transmitting radar signals and a radar receiver for receiving at the radar receiver radar signals reflected from target objects, the radar device being mounted in a vehicle, the system comprising:

an analyzing unit for analyzing the received radar signals reflected from target objects for irregularities; and

a control unit for reducing the power of radar signals transmitted by the radar transmitter if irregularities that are attributable to interference caused by neighboring radar transmitters are detected in the received radar signals reflected from target objects.

18. (New) The system as recited in Claim 17, wherein the analyzing unit includes a phase-locked loop circuit and a mixer for determining the frequency of interference signals.